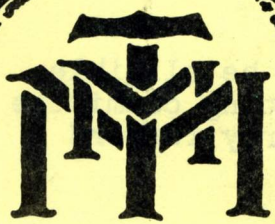




Official Publication of The Minnesota Transportation Museum, Inc.



MINNEGAZETTE

Post Office Box 1300, Hopkins, Minnesota 55343

JANUARY-FEBRUARY 1975

THE COVER: Summer of '74 flashback; car #1300 hissing along under-the wire, trundles down the Como-Harriet North Line toward William Barry Bridge, from whence this pix---courtesy of celebrated photographer Larry Schreiber, was taken. (Remember when this stretch was double-tracked and as many as 50 cars flashed by this spot during the rush hour?) Though seemingly too short, the summer operating season at Harriet was most successful and gratifying to MTM. Our painstaking efforts are bearing fruit. And, there's much, much more to come throughout the Como-Harriet restoration project! Read on in this, the first '75 issue of the "Gazette." MERRY CHRISTMAS TO ALL AND A HAPPY NEW YEAR!

MTM ANNUAL GENERAL MEMBERSHIP MEETING SLATED FOR
TUESDAY, JANUARY 14, 1975

The Annual meeting of the Minnesota Transportation Museum Membership is scheduled for 8 p.m. on Tuesday, January 14th, 1975 at the Burlington Northern General Office Auditorium, 176 E. 5th Street, St. Paul, Minn.

All members are invited to attend this most important MTM function of the year. Our annual election of Museum officers will be held (see report of the nominating committee, this issue.) In addition to the business meeting, a program of high transportation interest is planned. Our guest speaker of the evening will be Mr. Gene Craven, Asst. Vice-President of Special Projects and Electrification, B.N. Inc. Mr. Craven will speak on the recent Burlington Northern Electrification Study. A premier attraction of the January meeting will be a special display of artifacts which were removed from the sidewalls of MTM's 1893 LaClede Duluth #78 Streetcar body--this car is currently undergoing 'exploratory surgery' prior to restoration.

IMPORTANT NOTE; Members are urged to be at the 5th Street entrance just prior to 8 p.m. Late arrivals will have difficulty entering the building. Plan to attend--let's have a good turn-out on Tuesday, Jan. 14th, 1975.

NOMINATING COMMITTEE REPORT TO THE MEMBERSHIP

The following report of the MTM nominating committee is hereby submitted to the members for consideration in advance of the January annual meeting. Nominees proposed as Museum officers in 1975 are: George Isaacs-President; John Larkin-Executive Vice President; David Norman-Secretary; Robert Macnie-Treasurer; Scott Heiderich-V.P. of Operations; Paul Joyce-V.P. of Public Relations; Norm Podas-V.P. Publications, and Frank Sandberg-V.P. of Traffic.

During the general meeting, full voting members of MTM will be eligible to cast ballots. In making this recommendation, the nominating committee has fully endorsed these candidates as best qualified to carry forward goals and objectives of MTM in 1975.

Respectfully submitted
R.L. Olson
Chairman, Nominating Committee, MTM

JANUARY PRESIDENT'S MESSAGE

The weather outside may be frightful, inside Como Shops it is delightful... That is, as long as you wear your long johns'. Seriously, if you dress properly, you can work on MTM's various restoration projects and stay quite warm. And, if you do get a bit chilled and want to take a break, there is our cozy Soo Line caboose with a stove going inside.

Right now we have four projects under-way that you, the member, could help on. Here they are along with the names and phone numbers of these MTM members having primary responsibility in restoration. Give them a call, today;

DSR #265

Loren Martin - 789-4297

DSR # 78

Frank Sandberg - 890-2830

Dan Patch

Bob Renz = 881-2702

Motorization of CTA trucks for #265-George Isaacs - 484-7512

We can also use people to come and help organize our various spare parts and tools so that we can find those same parts when we need them; as well as affording easy access to them. Yes, there are jobs aplenty to keep us quite busy.

Working hours are usually from 9 a.m. to 4:30 p.m. on Saturdays and from 10:30 a.m. to 4:30 p.m. on Sundays. Call one of the above to be sure someone is at the shops before coming out, then come and work as long as you wish.

George K. Isaacs

TRAIN CONVENTION 1974 - EPILOGUE by Frank Sandberg

This past November 22-24, 1974, Scott Heiderich and the writer had the privilege of representing MTM at the Annual Convention of the Tourist Railway Association (TRAIN), at Toronto, Ontario, Canada. TRAIN is an organization of successful and responsible tourist railways, railway and streetcar museums, and private car owners which was created to promote the interchange of new ideas, and to seek solutions to common problems encountered by rail museums. In addition to many helpful and informative seminars, the convention---hosted by the Ontario Rail Association---featured a night steam trip to Bolton, Ontario on Canadian Pacific Rail. Who can ever forget the sight of a high stepping C.P.R. 4-4-0 (number 136) a product of Rogers 1883, highballing her charge of three heavyweights at 65 M.P.H. over the high iron during the return leg to Toronto over CPR tracks. A truly exhilarating sight. The convention concluded with a streetcar tour of Toronto using a 1923 Peter Witt streetcar. The tour included most of the major TTC lines and shop areas of Toronto's vast and well maintained street railway system, which must be considered the finest by far on the North American Continent. Convention seminars were held in the Royal York Hotel and the C.P. Rail shop facilities in Toronto and suggested many areas in which we can improve our operations at Lake Harriet. Specific areas of improvement include; overall safety, promotion and advertising of our operations and especially some helpful suggestions that will tend to more evenly distribute our load factors which currently range from 32% on Saturdays to 85% on Sundays. We intend to institute these improvements wherever possible, and anticipate that their implementation will have a favorable impact on our public operations. Overall impressions of the convention were of continued optimism for the success of the Tourist Railway Association as a group and that it is truly composed of a forward-looking and dynamic membership.

VICE PRESIDENT OF TRAFFIC-74-REPORT

As we enter the new year, I would like to reflect for a moment on our past summers passenger carrying activities at Lake Harriet. Once again we carried on a safe and successful operating season which was due totally to you,-- the operating members! Your cooperation and assistance has been and will continue to be the key element of our successful museum. You may be interested to learn that our passenger loadings for the past season have held their own and our total revenues were up substantially over past years. As we look to the future, we eagerly await the opportunity to run a "revitalized" #1300 over an ever-increasing length of track, in what promises to be an exciting and challenging 1975 season. Again, thanks for your fine help.

Vice President of Traffic

Frank Sandberg

MTM TO HOST '76 TRAIN CONVENTION

The Twin Cities have been selected as the site for the 1976 TRAIN convention, with MTM acting as the host organization! In addition, our own Frank Sandberg was recently elected as a director of TRAIN by the national members in Toronto and will serve a two year term. Congratulations, Frank!

VICE PRESIDENT OF OPERATIONS-'74-REPORT

Now, with the cold winter winds howling around the house, and that white stuff on the ground, its time to review the accomplishments of this past summer. What really began as a simple insertion of a switch north of 42nd street on the right-of-way, turned into a nearly completed passing siding. And, we will all realize the importance of this fine work next summer when TCRT #265 DSR car is ready to roll. Additionally, the Minnehaha Depot was re-painted and the C-H mainline was dressed-up, in spots. Also, we succeeded in stockpiling all the rail and switch parts needed for future expansion. We corralled ties, tieplates, nuts, bolts, spikes and angle bars for our future work. As you will read elsewhere in this issue, the trucks were removed from car #1300 and are now being reconditioned. Except for one bus, all our historic vehicles are now under cover at the Como Shops in St. Paul. Restoration is rapidly moving ahead on #265, #100, #78 and our ex-TCRT compressor. All the hard work you, the members, put in during the last season has laid the groundwork for the future completion of a three to four car Como-Harriet operational site. The future, definitely includes another carbarn--- (two car), 2000 more feet of track (the north to Calhoun extension), two switches, two San Francisco style turntables, final track alignment, tamping and suitable decorative and floral landscaping. I would like to take this opportunity to thank each and every one of you for the tremendous effort put-in during the past season; it simply could not have been done without the dedication of each working member. Let's resolve to continue in typical MTM fashion in 1975 -----

ONWARD TO THE COMPLETION OF THE COMO HARRIET STREETCAR LINE!

Vice President of Operations
Scott Heiderich

1370 MOVES TO COMO

During early December, MTM's 6 wheel truck, ex-NP passenger coach #1370, was moved to St. Paul Como Shops for refurbishing. The coach, which has been on continuous, outside, static display at Minnehaha Depot since the mid-1960's, had deteriorated to a point where extensive outshopping, rework of roof and interior became mandatory. Prior to the move, master mechanic Bob Renz and crew completely overhauled and repacked all 12 journal boxes and serviced all brake rigging, etc. No small amount of effort! The growing railroad consist on track two at Como Shops - Dan Patch, #100, the Soo Line Cabin Car, and now #1370 - is tangible evidence of MTM's preparation for the coming day of our second operating railroad site! More about MTM's 'Train' in the future issues of the 'Gazette.'

HARRIET '74 SEASON WRAP-UP

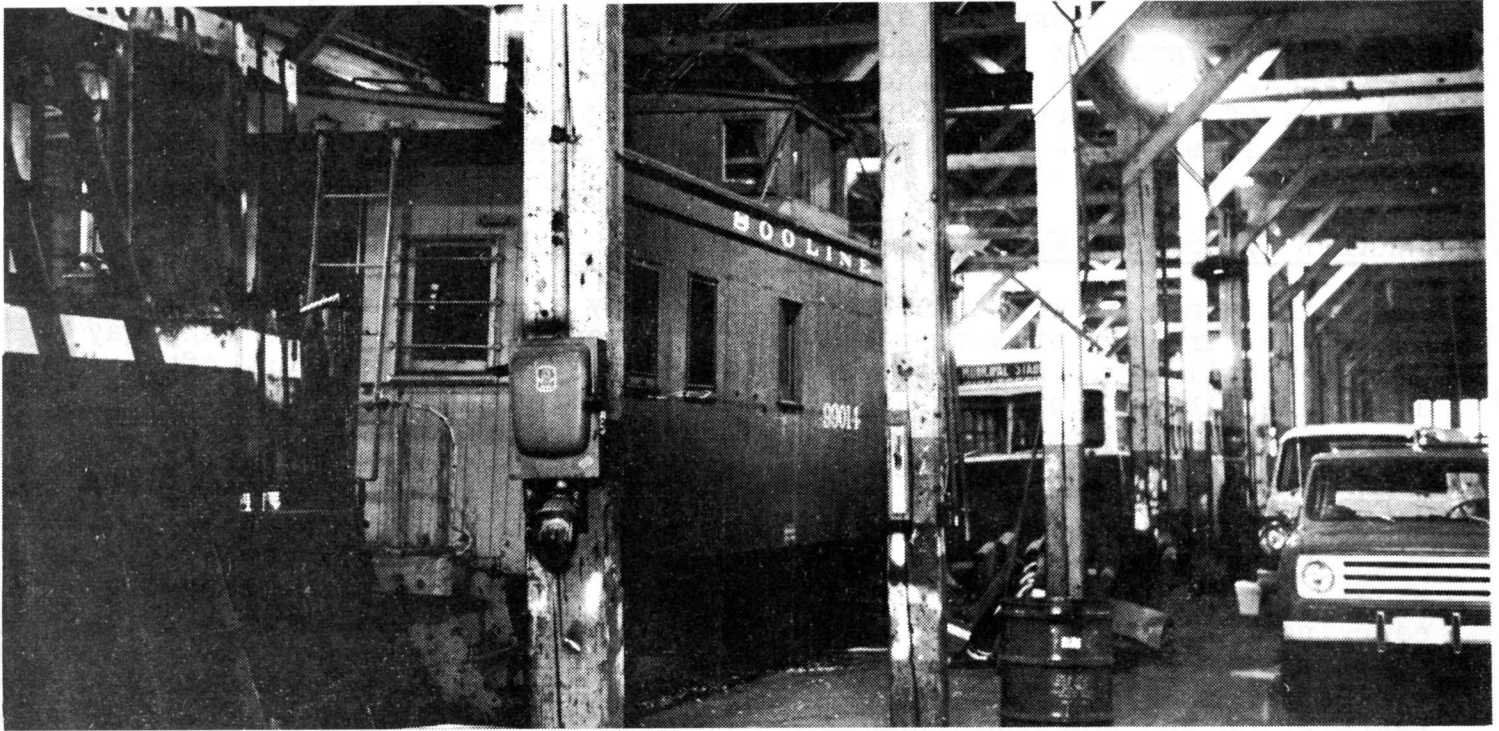
The chill winds of winter now hold full sway along the old Como-Harriet Line; the 'Trolley of Summer' is heard no more. And, it is a long way from now 'til May. But the restoration work goes steadily on, often undiscernible to the casual eye. In preparation for the '75 building season, rail and ties were recently stockpiled on-line. The north to Calhoun extension will commence in early spring-all factors permitting. North, at the Linden Hills carhouse, old #1300 sleeps out the long winter on shop trucks--her TCRT power truck now at Soo Line Shoreham for a complete rebuild and overhaul, to include eight new wheels, brake shoes, rigging etc. The 1974 MTM operating season was highly successful - carrying thousands of happy Minnesotans into a brief living look at the vanished age of the trolley. Today, the crowds are gone for the season; yet, already, we are preparing for our May 1975 debut. The work of restoration and the continuous maintenance of that already restored is a time consuming avocation to our MTM volunteers. Yet, it is exactly this dedication and long range effort which will insure our continued successful operation and warm public acceptance.

#265 RESURRECTION IN FULL SWING!

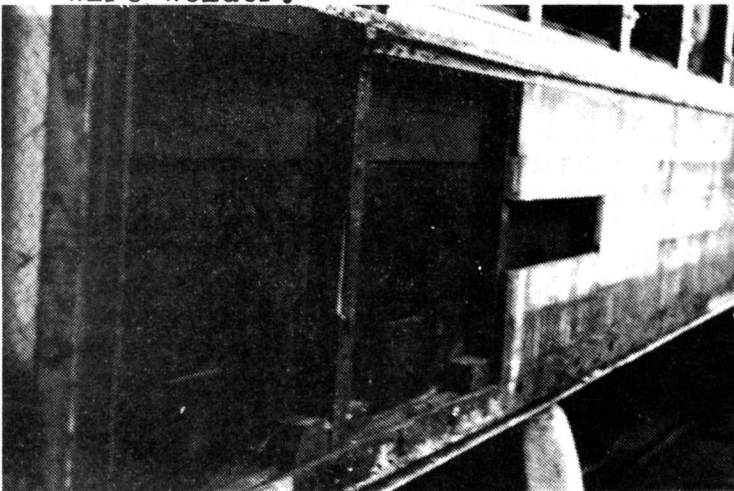
The long-awaited restoration work on veteran TCRT/DSR car #265 has begun in earnest! For several weeks the midnite oil has burned at Como Shops and the old snelling-built standard car has swarmed with MTM'ers busily engaged in the long painstaking job of returning the car to active service on the Como-Harriet Line. The carbody has now been completely stripped inside and out; the frame and structural members have been pronounced sound; all wainscoat siding has been stripped and will be replaced with new wood; the interior woodwork was recently removed and will be totally refinished to its original condition by Bill Graham and 'company'. All windows have been removed from the car and will be extensively rebuilt; the exterior and interior double flooring has been torn up, discarded and new wood to replace same is now on order for early delivery. The 'old master' George Isaacs has begun the massive work of "marrying" MTM's sets of Chicago CTA elevated trailer trucks and ex-TCRT #20 locomotive trucks into a representative and working brace of TCRT standard car trucks. In addition to all of the physical restoration effort on the actual carbody, the "scroungers" have also been busily at work gathering the many miscellaneous, and rare streetcar mechanical parts so vitally needed to re-fit #265 to eventual active service.

#265 RESTORATION (cont.)

Yes, the sounds of restoration emanating from the sprawling, cavernous Como Shops these days are bringing MTM's long-held dream of a 2nd car at Harriet ever closer to reality. And, you are invited to take part in this historic work. The crews are active every Wednesday night. For details, call Loren Martin at 789-4297. Lets all help---put #265 back on the track, soon!



ABOVE: Left to Right - View of track one at Como Shops, part of the growing family of MTM vintage vehicles; Dan Patch #100, (which Master Mechanic Bob Renz is now actively engaged in restoring to early-day appearance) Soo Line Caboose #99014 (see Nov.-Dec. 1974 issue of the Minnegazette), 1943 TCL Mack Motor Coach. (Renz' scout, at right is not yet a 'vintage' vehicle.) BELOW LEFT: Gate-side view of #265 showing the excellent structural condition of steel frame section and wood underpinnings. BELOW RIGHT: More potpourri at Como; Duluth #78-possibly the oldest extant transit vehicle in Minnesota awaits restoration effort. #265 is shown in the background. MTM'ers inspect the museum's new wire-welder.





MINNESOTA STREETCAR MUSEUM

PO Box 16509
Minneapolis, MN 55416-0509
www.TrolleyRide.org

August 2021

Pursuant to board action at the August 5, 2021 meeting of the board of directors and in honor of the 50th anniversary of operation of the Como-Harriet Streetcar Line the attached materials are being republished by the Minnesota Streetcar Museum under the under the Creative Commons "Attribution-ShareAlike 4.0 International" and "Attribution-ShareAlike 3.0 Unported" licenses. You may choose either license as suited for your needs. In particular, the 3.0 license is meant to be compatible with the Wikipedia project.

In general, these licenses will allow you to freely:

- **Share** — copy and redistribute the material in any medium or format
- **Adapt** — remix, transform, and build upon the material for any purpose, even commercially.

Under the following terms:

- **Attribution** — You must give appropriate credit, provide a link to the license, and indicate if changes were made. You may do so in any reasonable manner, but not in any way that suggests the licensor endorses you or your use.
 - **Please credit the *Minnesota Streetcar Museum* and provide our URL www.trolleyride.org** We would also appreciate hearing about your re-use of our materials though that is not a requirement of the license.
- **ShareAlike** — If you remix, transform, or build upon the material, you must distribute your contributions under the same license as the original.
- **No additional restrictions** — You may not apply legal terms or technological measures that legally restrict others from doing anything the license permits.

You do not have to comply with the license for elements of the material in the public domain or where your use is permitted by an applicable exception or limitation.

No warranties are given. The license may not give you all of the permissions necessary for your intended use. For example, other rights such as publicity, privacy, or moral rights may limit how you use the material.

Please review these licenses at the Creative Commons site for full legal code and details on allowed uses:

- Creative Commons Attribution-ShareAlike 4.0 International:
 - <https://creativecommons.org/licenses/by-sa/4.0/legalcode>
- Creative Commons Attribution-ShareAlike 3.0 Unported
 - <https://creativecommons.org/licenses/by-sa/3.0/legalcode>

If these licenses are not appropriate for your needs, for example you want to use the material commercially without crediting us or do not want to share your contributions under the same license please reach out to us for other options.

We Make Minnesota's Electric Railway History Come Alive!